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No Semper Gastonan Ta Nifica Prosperidad

Na extremo fin di 1957 dos declaracion en referencia na actividadnan di Standard Oil Company (New Jersey) y su afiliadonan a aparece den prensa, y e opinion general tabata cu nan tabata grandemente den contradiccion cu otro.

Un comunicado Dec. 30 ta cita director di Jersey, Eugene Holman, como bisando cu e compania y su afiliadonan lo gasta un y un cuarto billion dollar na projectionnan grandi den e anja cu ta bini. E siguiente dia a worde anunciá cu 800 empleado na refinaria di Esso Standard na Bayonne lo worde terminá. Poco despues, Lago a anuncia plannan pa continua su mes reduccion di forza cu mas of menos 350 na 1958.

Pa considera e dos hechonan separado aki ariba nan mes y sin ningun referencia na otro ta mescos cu ignora e grave situacion economico cu por tin efectonan serio ariba tur empleadonan.

Lago nos examina cuidadosamente e dos problemanan involvi den e declaracionnan aki, e hecho di gastonan, y e hecho di layoff. No ta bon pa cabu cu e cuenta bisando, "Si nan tin asina tanto placa, pakiko nan no por tene e hendenan cu haya lay-off; pakiko yora cu tempo ta malo?"

Tempo Ta Duro

Na promer lugar, temponan TA birando malo. Refinerianan nobo ta worde trahá na tur parti di mundo, door di Jersey y otro companianan, cual por ofrece azeta na cumpradornan na prijsnan mas y mas abao. Den mundo di competicion comercial, esaki ta nifica cu e compania cu por produci y entrega azeta mas barata na un cliente ta haya e bende. E gastonan grandi cu Jersey ta planea pa baci na 1958, lo ta pa planta, herment, bapor y pa asegura cu prijsnan di refinacion di Jersey ta pegá cu esnan di su competidornan si ta posible mas abao.

Tur esaki por worde comprendi bao di e titulo "eficiencia competitivo." Y Jersey ta gastando cantidad di placa pa logra esaki. E gastonan grandi aki ta inevitable si Jersey kier keda den negoshi, pa tene paso cu otro refinarianan, pa mantene mercadonan mundial di azeta. Nunca e proverbio bieuw tabata mas aplicable cu den e caso aki: bo mester gasta placa pa gana placa.

Awor p e otro banda di e medalje, kiko ta socede cu e plantanan ora nobo por worde trahá cu mucho mas tanto eficiencia y ora e mes nobonan aki por corta hundo den mercadonan di e refinarianan bieuw?

E Problema

Varios cos por socede. Na Baltimore e refinaria di Esso Standard a worde virtualmente cerrá pa motibo cu operacionnan tabata mucho costoso. Esaki ta, naturalmente, un ehemplo drastico pero claramente e ta indica e problema: loke ta inefficiente mester worde haci eficiente y competitivo. Y ora esaki ta imposible, no tin alternativo — operacionnan mester worde reduci na e punto unda nan por ta competitivo, of sino cerra henteramente.

E storia di Bayonne ta similar. E refinaria aya, un tempo di mas prominente di Jersey, a worde reduci na un centro di estoraje, paketa-mento y entrego, trahando solamente algun productonnan specializá. Operacionnan principal di refinacion a worde gestop anteriormente pa motibo cu costonan tabata mucho halto. Den curso di e actividadnan di reduccion aki, tabatin un surplus di empleado. E 800 hombernan cu a worde terminá recientemente tabata pasobra no tabatin mester di nan pa e presente nivel limitá di operacionnan.

Lago, buscando costonan mas abao como parti di eficiencia nobo, ta enfrente e mes problema general cu Bayonne. Sueldo y salarionan ta forma un parti grandi di nos costonan aki, y si nan keda balto, eficiencia di material y operacion no ta worde obtení. Anto en frente di mercadonan cu ta desaparece y prijsnan di mercado cu ta bira mas y mas dificil pa iguala, Lago, mescos cu Bayonne, mester abusta su operacionnan y cu desgana a tuma e decision di layoff. No tin otro cos cu por worde haci.

New Year Brings Retirement To 10

The new year brought retirement to 10 employees in three departments. Those who left Lago's service are Neville Edmund, Mechanical-Yard; L. A. Wilson, Process-Wharves; J. B. Petrochi, General Services; Mathias Maduro, Mechanical-Pipe; Jan Geerman, Mechanical-Storehouse; Vicente Tromp, General Services; Nicolaas Arends, Mechanical - Storehouse; Eustasio Fingal, Mechanical - Boiler; Pedro Tromp, Mechanical - Mason; Insulating, and Antonio Tromp, Mechanical-Pipe.

Mr. Edmund, who retired Jan. 1 with 27 years, nine months of service, began work in January, 1930 as corporal in the Mechanical Department. In subsequent years he was gang pusher and tradesman. At retirement time, he was corporal A.

Mr Wilson's Lago career of 25

years has seen working at the hospital from June, 1931 to July, 1935, and on the wharves from then on to his Feb. 1 retirement date. Het has worked as laborer, and wharfinger, and his final position was corporal A. He is a native of St. Martin.

An Aruban, Mr. Petrochi began work at Lago in September, 1934 as a laborer in Mechanical-Paint. In March, 1953 he transferred as painter helper B to the General Services

Department. At the time of his retirement he had just over 23 years of service.

Since starting work in July, 1929 as scraper in the labor force, Mr. Mathias has worked as laborer, helper, and pipefitter helper. He joined Mechanical-Pipe in May, 1933, and ended his career with 22 years, four months of service, retiring Feb. 1.

Mr. Geerman has spent his entire 20 years of service in the Storehouse, beginning there in October, 1937 as laborer. He is retiring Feb. 1 as salvage helper in the Storehouse.

In the course of his 17 years, eight months of company service, (Continued on page 8)



GLEAMING WHITE and dressed with palm trees, the new Administration Building is now in use after long months of building. Nearly 200 employees work inside.

LOMBRANDO blanco y dorna cu palo coco, e Administration Building nobo ta na uso awor, despues di lunanan di trabao. Casi 200 empleado ta traha aden.

Three Departments Occupy New Administration Building

Characterized by a markedly contemporary appearance inside and out, Lago's new Administration Building is now occupied and in use by the Industrial Relations, Public Relations and Mechanical Department Administration group.

The building was conceived, designed and constructed entirely by Lago forces, utilizing materials from the United States, the Caribbean area and Europe. Construction was begun in the summer of 1956, and the result of those long months of work now overlooks the sea, gleaming white, housing nearly two hundred employees of the three departments.

The result is a more efficient work situation, and the prospect of improved work out put.

In shape, the building is like the letter "h," with the short wing on the sea side. (In the middle, on both the first and second floors, there is a large lobby. The front walls of which are of glass.) The entire second floor is used by the Industrial Relations Department, the long first floor wing by Mechanical Administration, and the first floor of the short wing is occupied by the Public Relations Department.

The prime characteristic of the building, apart from its modern appearance, is the flexibility that the design offers. Inside, for example, there are no "permanent" offices. All are panelled in three-foot wide panels of birch which can easily be removed, thus allowing the users to make offices smaller or larger, in any multiple of three feet, or even to eliminate walls entirely. The basic office size is nine feet wide by 12 feet deep, and these can easily be altered in a few hours work. There are 800 panels, including doors, used in the building.

Many Small Items

Floors in the new building are concrete, topped with rubber tile, laid in alternating coral and grey blocks, which make a pleasing contrast to the natural wood walls. Lighting fixtures, some 1,700 of them, are recessed into the acoustical tile ceiling, which also conceals the airconditioning diffusers.

The air-conditioning is one of the quietest, most draft-free systems yet devised, using centralized air handling units and chilled water.

In exterior appearance the building resembles a glass box; north and south walls are curtain walls of glass, the bottom part composed of blue panels covered with glass. The shade of blue resembles, in the words of the building's designers, "the sparkle of sun on the calm Caribbean." There are 1200 panes of glass in the exterior walls. The exterior masonry surfaces are painted white with a paint that is resistant to salt air, moisture and flaking, and moreover, stays whiter longer. Tests have shown that the resin-base paint is superior to conventional paints in that patches can be painted over and viewers can't tell where the old paint stops and the new begins.

World-Wide Markets

To construct the building Lago used markets all over the world, starting right at home: the tiles for the floor of the lobby are locally made, and the rugged stone wall inside is made of native stone. Holland supplied the stainless steel door frames

814 Empleado a Recibi Premionan Doordí CYI Durante Anja 1957

Den casi tur respectu, programa di Coin Your Ideas na Lago tabatin un mehor anja durante 1957 cu den e anja anterior. Ideanan aceptá, premionan total y porcentaje di premionan aceptá tur tabata mas halto cu na 1956; solamente den e cantidad total di sugerencianan 1956 tabata mehor cu 1957, y solamente cu 36.

Premionan anja pasá tabata suma na Fls. 28,645, compará cu Fls. 27,330 na 1956. 814 ideanan a worde aceptá for di 4028 cu a worde sumeti na 1957, compara cu 617 di 4051 e anja anterior. E porcentaje di premionan pa ideanan na 1957 tabata 20.2, mucho mehor cu e 15.2 por ciento di 1956.

Nucleo premio suplemental te un total di Fls. 3230 a worde duná anja pasá.

Anja pasá un total di 5960 empleadonan tabata eligible pa manda CYI aden y pa colecta premio, 21 por ciento di esaki, of sea 1260, a haci esey tambe. E cifra aki por worde parti mas of menos den 60 den Clase II y 1200 den Clase I.

CYI Committee ta un poco preocupá door di e cantidad grandi di esnan cu no ta manda idea aden pa consideracion. Como 4000 persona den Clase I, e hombernan cu ta traha den shopnan, yard, ariba waaf y den oficina, anja pasá no a manda ni un solo idea aden. Dirigentenan di sistemanan profesional di sugerencia, incluyendo Lago, no ta reconoce e desculpa general "cu no tin mas idea." E programa di Lago ta pa paga premionan cash pa cualquier idea bon cu por resulta den operacion mas seguro, barata y eficiente. E premio minimo ta Fls. 20, y esun mas halto Fls. 5000.

Cada anja, e mehor sugerencianan ta gana premionan capital pa nan originadornan, y e premio mas halto ta Fls. 1000.

and doors in the building's entrances, and the one carpet in the building came from Scotland. Surinam is represented by plywood and England by wires; a Curacao firm did some final engineering work on the air conditioning and power systems, and the birch partitions and steel came from the United States.

On three sides of the building is sufficient parking space for 140 cars, and carefully laid out around the (Continued on page 7)



Eustasio Fingal



Louis Wilson



Pedro Tromp



Nicolas Arends



Jan Geerman



Mathias Maduro

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Expenditures Don't Always Mean Prosperity

At the very end of 1957 two statements referring to the activities of Standard Oil Company (New Jersey) and its affiliates appeared in the public press, and were widely held to be grossly inconsistent.

A release on Dec. 30 quoted Jersey's board chairman, Eugene Holman, as saying the company and its affiliates would spend about a billion and a quarter dollars in capital expenditures in the coming year. The next day it was announced that 800 employees at Esso Standard's Bayonne refinery were being terminated. Shortly after that, Lago announced plans to continue its own force-reduction program by about 350 in the coming year.

To consider these separate facts by themselves and without any reference to each other is to ignore a grave economic situation that can have serious effects on all employees.

Let us examine carefully the two problems involved in these statements, the fact of expenditure, and the fact of layoff. It's no good to dismiss all this by saying "If they have that much money, why can't they keep the laid-off men; why sing hard times?"

Times Are Hard

First, time are getting hard. New refineries are going up all over the world, built by Jersey and other companies, which can offer oil to buyers at lower and lower prices. In the world of business competition, this means that the company which can produce and deliver oil cheapest to a customer will make the sale. The vast expenditures Jersey is planning for 1958, will go for plants, equipment and ships to insure that Jersey refinery prices are close to competitors, and lower if possible.

All this can be lumped under the heading of "competitive efficiency." And Jersey is spending a great deal of money to achieve it. These large expenditures are inevitable if Jersey wants to remain in business, to keep pace with other refineries, to maintain world-wide markets. Never was the old maxim more applicable than in this case: you have to spend money to earn money.

Now for the other side of the coin, what happens to the old plants when new ones can be built with tremendously increased efficiency and when these same new ones cut into the market of the old refineries?

The Problem

Several things can happen. In Baltimore the Esso Standard refinery was virtually closed down because operations were too costly. This is, of course, a drastic example but it indicates clearly the problem: that which is inefficient must be made efficient and competitive. And when that is impossible, there is no alternative—operations must be reduced to the point where they can be competitive, or else shut down entirely.

The Bayonne story is similar. The refinery there, once Jersey's most prominent, has been reduced to a bulk storage, packaging and delivery terminal, making only a few specialty products. Main refinery operations had previously closed down because costs were too high. In the course of this scaling-down of activities, there was a surplus of manpower. The 800 men recently terminated were let go because they were not needed for the present restricted level of operations.

Lago, seeking lower costs as a part of new efficiency, is faced with the same general problem as Bayonne. Wages and salaries make up a big part of our costs here, and if they remain high, material and operational efficiency is not realized. Thus in the face of disappearing markets and of competitors' prices becoming increasingly difficult to meet, Lago, like Bayonne, has to adjust its operations and reluctantly made the layoff decision. There is nothing else that can be done.

Diez Empleado Ta Recibi Horloge

Diez empleado, representando 250 anja di servicio cu Lago, lo recibí oloshinan pa un cuarto di siglo di servicio den Reception Center Jan. 8. Superintendente General F. W. Switzer lo haci e presentacionnan.

Esnan cu lo worde honrá pa 25 anja di servicio lo ta N. Jacopucci, Process-Cracking; J. H. Harms, Process-C. & L.E.; V. R. Briesen y L. A. Wilson, Process-Wharves; G. Koelman, Mech-Paint; H. C. Does, Mech-Machinist; A. Croes, Mech-Garage; T. Wouters, Mech-Boiler; L. W. Werleman, Mech-Electrical, y J. S. Moller, TSD-Process.

Esso Jamestown Awor den Flota

E supertanker Esso di 37,800 deadweight ton, Esso Jamestown, a worde poni na servicio awor como miembro di flota di Esso Shipping Company.

E tanquero nobo ta di tres di cuater bapor identico encargá door di e afiliado marina di Standard Oil Company (N.J.). Esso Gettysburg y Esso Washington a worde poni na servicio tempran den 1957. Esso Lexington, di cuatro di e grupo, probablemente lo worde entregá na Maart.

Deseñá pa servicio na costa di Estados Unidos y comercio estranhero cercano, e bapornan tin un velocidad di mas cu 18 milla, y un capacidad di 315,000 barril. Esaki ta e tanqueronan mas grandi y mas liher cu a worde trahá pa opera bao bandera Americano.

Lodewijk Henriquez

Lodewijk Henriquez, pipefitter helper, drowned Dec. 26 while fishing at sea. He had slightly over 13 years of service, and was 40 years old. He is survived by his wife and children and his parents.

Lodewijk Henriquez

Lodewijk Henriquez, pipefitter helper, a hoga Dec. 26, nicentras el tabata piscá na lamar. El tabatin poco mas di 13 anja di servicio, y 40 anja di edad. El a laga atras su esposa y yiunan y su majornan.

814 Employees Received Awards Through CYI Plan During 1957

In almost every respect, Lago's Coin Your Ideas program enjoyed a better year in 1957 than in the year prior to it. Ideas accepted, total awards and percentage of accepted awards were all higher than in 1956; only in the total number of suggestions was 1956 better than 1957, and that only by 36.

Awards last year amounted Fls. 28,645, compared to 1956's Fls. 27,330. There 814 suggestions accepted out of 4028 submitted in 1957, compared to 617 acceptances out of 4064. The percentage of awards to ideas in 1957 was 20.2, far better than 1956's 15.2 per cent. Nine supplemental awards, totaling Fls. 3230 were made last year.

Last year there was an average of 5960 employees eligible to submit CYI's and collect awards, 21 per cent of these, or 1260, did so. This figure is divided approximately into 60

Class II suggestors and 1200 Class I suggestors.

The CYI Committee is disturbed at the large number of those not submitting suggestions for award consideration. Something over 4000 Class I suggestors, the men actually working in the shops, the yards, the docks and the office, last year failed to submit even one idea. Professional suggestion system directors, Lago's included, do not recognize the excuse usually offered that "there aren't any more ideas." Lago's program is geared to pay cash awards for any usable idea that results in safer, cheaper or more efficient operation. The minimum award is Fls. 20, and the highest award to date was Fls. 5000.

Each year, the best suggestions earn capital awards for their originators, with the top price being Fls. 1000.



"THE FIRST 30 years are the hardest," Hilario Erasmus seems to be telling Mechanical Superintendent G. Ernesti. This took place following presentation to Mr. Erasmus of 30-year service awards recently. "E PROMER 30 anjanan ta di mas duro," asina Hilario Erasmus aparentemente ta bisa Mechanical Superintendent G. Ernesti. Esaki a tuma lugar despues di e presentacion na Sr. Erasmus di su premio pa 30 anja servicio.

Anja Nobo ta Trece Pension Pa Empleado Cu Servicio Largo

Anja nobo a trece pension pa 10 empleado den tres departamento. Esnan cu a laga servicio di Lago ta Neville Edmund, Mechanical-Yard; L. A. Wilson, Process-Wharves; J. B. Petrochi, General Services; Mathias Maduro, Mechanical-Pipe; Jan Geerman, Mechanical-Storehouse; Vicente Tromp, General Services; Nicolaas Arends, Mechanical-Storehouse; Eustasio Fingal, Mechanical-Boiler; Pedro Tromp, Mechanical-Mason & Insulating, y Antonio Tromp, Mechanical Pipe.

Sr. Edmund, kende a retira Jan. 1 cu 27 anja, nueve luna di servicio, a cuminsa traha na Januari 1930 como corporal den Mechanical Department...

Den anjanan subsequent el tabata gang pusher y tradesman. Na tempo di su retiro, el tabata corporal A.

Durante su carera di 25 anja Sr. Wilson a traha na hospital for di Juni 1931 pa Juli 1935, y ariba waaf for di Feb. 1 te su fecha di retiro. El a traha como peon y wharfinger, y su ultimo posicion tabata corporal A. El ta naci na St. Maarten.

Un Arubiano, Sr. Petrochi a cuminsa traha na Lago na September 1934 como un laborer den Mechanical-Paint. Na Maart 1953 el a transferi pa General Services Department como painter helper B. Na tempo di su retiro el tabatin net poco mas cu 23 anja di servicio.

Desde cu el a cuminsa traha na Juli 1929 como scraper den grupo di peon, Sr. Mathias a traha como laborer, y pipefitter helper. Na Mei 1933 el a bai pa Mechanical-Pipe, y el a termina su carera cu 22 anja, cuatro luna di servicio, retirando Feb. 1.

Sr. Geerman a pasa henter su 20 anja di servicio den Storehouse, cuminzando na October 1937 como laborer. El a retira Feb. 1 como sal-

vage helper den Storehouse.

Den curso di su 17 anja, ocho luna di servicio cu compania, Vicente Tromp a traha pa dos departament. El a cuminsa como laborer den Steward Service na April 1940 y a transferi pa Mechanical-Garage na November 1946 y ta bata un corporal aki tempo cu el a regresa General Services como chofer na Maart 1955. El a retira Jan. 1.

Sr. Arends, kende ta retira Feb. 1 cu poco mas di 15 anja di servicio, a traha como laborer y janitor den Mechanical Department y su trabao actual ta machinist helper den Storehouse. El no tin ningun interrupcion den servicio.

Cuminzando na Januari 1943 como laborer den Mechanical-Boiler, Sr. Fingal ta retira Feb. 1 como boilermaker helper. El ta naci na Aruba.

Pedro Tromp, retirando Feb. 1, a cuminsa traha na Januari 1943 como laborer den Mechanical Department. Na September 1944 el a bira mason helper, na Augustus 1946 e l a worde promoví pa mason C, y na 1953 pa mason A.

Antonio Tromp a pasa su 15 anja di servicio cu Lago na Mechanical-Pipe, unda el a cuminsa na December 1942 como laborer. El a retira Jan. 1 como pipefitter helper A.

Erasmus ta Completa 30 Anja di Servicio Sin Ningun Ausencia

Trahando pa Lago 30 anja sin ningun ausencia deductible, Hilario Erasmus, operador di grua, Mechanical-Garage, a worde entregá su emblema y certificado di servicio na un reunion di management staff Jan. 14. Superintendente General W. A. Murray a haci e presentacion mientras representantenan di departamento, incluyendo G. Ernesti, J. R. Proterra, H. E. Culver, T. O. Lucas y L. Wever, supervisor inmediato di Sr. Erasmus, tabata presente.

El a cuminsa traha Jan. 15, 1928 den Labor Department, y el a transferi pa Garage na 1946. El tin 53 anja di edad.

Erasmus Completes 30 Years Service Without Absence

Working for Lago 30 years without a deductible absence, Hilario Erasmus, crane operator, Mechanical-Garage, was awarded his service emblem and certificate at a Management Staff meeting Jan. 14.

General Manager W. A. Murray made the presentation as departmental representatives, including G. Ernesti, J. R. Proterra, H. E. Culver, T. O. Lucas and Mr. Erasmus' immediate supervisor L. Wever, watched.

He began work Jan. 15, 1928 in the Labor Department, and transferred to the Garage in 1946. He is 53 years old.

Gas Compressor Set Up at GAR-1

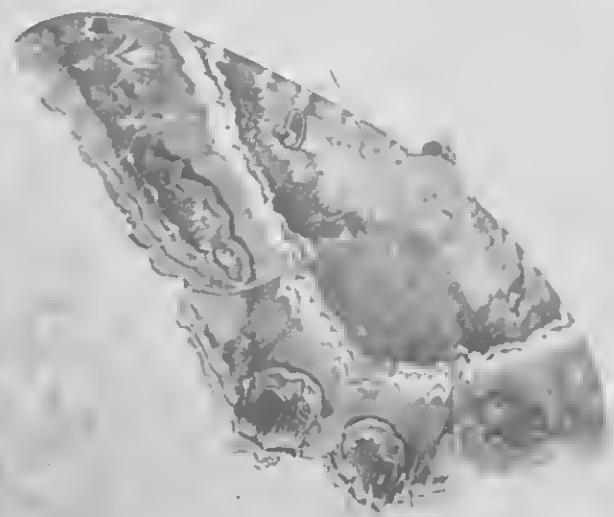
A gas turbine and gas compressor, first of its kind in Aruba, went into service at GAR-1 recently, with a number of major advantages to the refinery.

The two part unit consists of a Westinghouse 1800 horsepower gas turbine, and an Ingersoll Rand compressor. The first widespread industrial use of this type of arrangement was made in 1949, and industry all over the world is taking it up.

Prime advantage to Lago is that it increases gas compression capacity in the plant. Another advantage is that the turbine, having only one moving part, does not require much attention and has few maintenance difficulties.

An auxiliary steam turbine will be used to start the new unit, but once the gas turbine reaches speed high enough to make it self sustaining, the steam unit will be cut out. The ends of the blades in the motor will spin around at approximately 900 miles an hour.

The new unit is similar to an aircraft turbo-jet engine in function. Work on the installation started in October.



ATTENTION LEPIDOPTERISTS! This fellow here was one of the last inhabitants of the old I.R. building. His wing span measured seven inches. ANTENCION, amantenan di barbuteta! Esaki tabata un di e ultimo inhabitantenan di edificio bienw di I.R. Su span di hala tabata siete duim.

Verolme, Growing Figure In Oil Transport, Visits Here



POSED IN the luxurious owner's quarters aboard the Jacob Verolme during its stop here are Mr. and Mrs. Cornelius Verolme, left, and Captain and Mrs. Christian Sol. The Verolmes left the ship here and flew on to Caracas and Rio before returning to Holland.

REPOSANDO DEN e luhoso cabina di e donjo a bordo di Jacob Verolme durante su bishita aki ta Sr. y Sra. Cornelius Verolme, robez, y Capt. y Sra. Christian Sol. Familia Verolme a baha for di e hapor aki y a hula pa Caracas y Rio promer nan regresa Holanda.

The newest and the brightest ship of the newest and brightest figure in the world's oil and shipping business paid a visit to Lago in the course of her maiden voyage.

The superlatives belong to the good ship MS Jacob Verolme and its owner, Cornelius Verolme, president of Verolme United Shipyards with headquarters in Rotterdam, a man who is shouldering his way into a field heretofore dominated by Ludwig, Onassis, Niarchos and Liarchos.

Representing a new type of ship, the Jacob Verolme is a combined oil tanker and ore-carrier, and is one of a group of three Verolme is building in his yards. Five hatches down the middle of the ship carry ore, and oil is pumped in around those holds. She can carry a total cargo of 26,000 tons, oil and ore. To demonstrate the flexibility of this arrangement, which more or less eliminates an empty trip, the Jacob Verolme on her first voyage picked up a cargo of oil to deliver to Montevideo, and then carried ore from Chile to Baltimore.

Large Enterprises

An aggressive, soft-spoken man of 56, owner Verolme sailed with the ship from Holland to Aruba and then left to fly home. He is the sole stockholder of enormous enterprises in Holland, and is considering expansion in other lands as well. These enterprises include three yards for construction and repair, one of which (in Rotterdam) will be the biggest in Europe when completed. He owns

also the Netherlands Oil Tanker Company and the Ore-Oil Tanker Company. All of this, he says with understandable pride, he has built up singlehanded since the war, and has done it without borrowing a cent from the banks.

Million Tons Building

His big Rotterdam yard (see picture this page), which covers 250 acres, is building two 50,000-ton ships for one company, and in another yard four 47,000 tonners for Esso are on the ways. In all three yards there is a total of one million tons being constructed for other companies as well as for Verolme's own shipping lines. The Rotterdam yard will be able to handle ships as big as 120,000 tons when it is finished.

For, unlike the Greeks Onassis, Niarchos and Liarchos, Verolme builds, repairs and operates his own tankers. In this respect he has been compared with D. K. Ludwig. But even here, Verolme is different, because Ludwig currently leases his yards, whereas Verolme owns his outright. (For the record, Ludwig is now (Continued on page 8)

Verolme, Figura Den Azeta Ta Bishita Lago

E bapor mas nobo y brillante di e figura mas nobo y brillante den mundo di embarcacion di petroleo a haci un bishita na Lago ariba su promer viaje.

E superlativonan aki ta pertenece na e bapor MS "Jacob Verolme" y su donjo, Cornelius Verolme, presidente di Verolme United Shipyards cu oficina general na Rotterdam, un homber cu ta habiendo camina den un terreno anteriormente dominá door di Ludwig, Onassis, Niarchos y Liarchos.

Representando un estilo nobo di bapor, Jacob Verolme ta un tanquero di azeta y cargador di erts combiná, y e ta un di e grupo di tres cu Verolme ta trahando den su astillerianan. Cinco luik den centro di e bapor ta carga erts, y azeta ta worde gepomp aden rond di e bodeganan aki. E por carga un total di 26,000 ton, azeta y erts. Pa demonstra flexibilidad di e combinacion aki, cual ta elimina un viaje bashi, Jacob Verolme ariba su promer viaje a coi un carga di azeta pa entrega na Montevideo, y despues a carga erts for di Chile pa Baltimore.

Empresa Grandi

Un homber agresivo, di voz suave, na 56 anja di edad, Sr. Verolme a bini cu e bapor for di Holanda pa Aruba y despues a baha pa bolbe cas cu aeroplano. El ta e unico accionista di empresanan grandi na Holanda, y ta considera pa expande den otro paisnan tambe. E empresanan aki ta inclui tres astilleria pa construccion y reparacion, uno di cual (na Rotterdam) lo ta di mas grandi na Europa ora el ta cla. Tambe el ta donjo di The Netherlands Oil Tanker Company y Ore-Oil Tanker Company. Tur esaki, el ta bisa cu orguyo comprensible, el a traha su sol despues di guerra, y el a haci esaki sin presta un cent for di banconan.

Su astilleria grandi na Rotterdam (mira retrato ariba e pagina aki) cual ta cubri 250 acres, ta trahando dos bapor di 50,000 ton pa un compania, y un otro astilleria ta trahando cuatro di 47,000 ton pa Esso. Den tur tres astilleria tin un total di un million ton bao construccion pa otro companianan y tambe pa Verolme mes. Esun di Rotterdam lo ta capaz pa traha bapornan te di 120,000 ton ora e ta cla.

Pasobra, diferente for di e Griegonan Onassis, Niarchos y Liarchos, Verolme ta traha, drecha y opera su mes tanqueronan. Den e respecto aki el por worde compará cu D. K. Ludwig. Pero hasta aki, Verolme ta diferente, pasobra actualmente Ludwig ta huur su astillerianan, mientras Verolme ta donjo di esnan di dje.



THE CLEAN sharp bow of the Jacob Verolme is silhouetted against the Aruba sky.

E BOEG limpi y skerpi di Jacob Verolme ta forma sihueta contra cielo Arubano.

THIS VIEW of the ship shows the hatches to the ore holds, which give flexibility and value to this type of vessel.

E VISTA aki di e bapor ta muntra e luiknan pa e bodeganan di erts, loke ta duna flexibilidad y valor na e sorto di bapor aki.

(Sinembargo, Ludwig awor ta trahando di dje mes tambe). Verolme hasta ta traha e maquinanan di su bapornan.

E operacionnan grandi di e Holandes energetico aki a atrae atencion den henter mundo. Recientemente constructornan di bapor Japonés a bishita su astillerianan pa studia su metodonan, y en turno nan a invitele pa bini Japon. Podiser el lo haci e viaje otro anja, pero su proyecto actual ta pa considera e desaroyo y construccion di facilidadnan di reparacion den un pais cu el no a menciona ainda, mientras el ta tira un vista ariba e trabaonan cu ta den progreso den su astillerianan, e trabaonan cu ya a haciele un homber cu mester tene debida cuenta cu ne den negoshi di transportacion di azeta.

STILL UNDER construction in Verolme's sprawling Rotterdam yards, this huge pit will one day be able to handle ships of 120,000 tons.

AINDA BAO construccinn den e astilleria grandi di Verolme na Rotterdam, e pit aki un dia lo por tuma bapornan te di 120,000 tonelada.



Dutch Subs Come For A Visit And A Picnic

Operating in and out of Aruba for several days recently were two sleek Dutch submarines, the first undersea visitors here in a number of years.

In the Caribbean on maneuvers and on assignments connected with the International Geophysical Year were Her Majesty Ships Walrus and Zeeleeuw, 320-foot long vessels on loan from the U. S. Navy.

During the course of the subs' stay here, crewmen were entertained at a picnic given by the Lago Community Council and the American Legion at the Seroe Colorado picnic grounds. Dutch residents were invited to meet their sea-going compatriots.

Submarines represent a curious mixture of the cramped and the pampered. For example, passageways are so narrow that two people have difficulty in passing each other. There is so little room that off-duty crewmen are obliged to retire to their bunks to play cards or read or sleep. There are no recreation rooms aboard a sub. The sub's office is about the size of a normal desk and has room, somehow, for a chair, typewriter, files, logbook and supplies. Close quarters also mean lack of privacy. A curtain only separates the office from the passageway, and the only truly private quarters belong to the skipper. But, lest this sound too luxurious, it should be noted that these "private quarters" consist of not much more than a bunk.

On the other hand, submariners are compensated in many ways for their hard life. The food is generally bet-

ter than on surface ships—in fact, they eat very well indeed. Aboard the Walrus and the Zeeleeuw both are ice cream freezers which generally go full blast. Another relaxation here for the crewmen was the picnic.

Some 550 persons, including officers, crew, and Dutch citizens of Seroe Colorado turned out for the affair, which was further enlivened by the performance of the Lago Community Band.

Dutch Invited

The picnic and shoreside fun over the subs returned, with their 89-men crews, to duty. Both ships are completely modern in their equipment and armament, even though the Walrus saw service in World War II under the U. S. flag and has two sunk Japanese ships to its credit. Much of the material about the vessels is restricted, although it can be mentioned that they have diesel power while running on the surface, and battery power while submerged. The skipper has the use of two periscopes while running under water, one for observation and one for attack, and there are torpedo tubes both fore and aft. As a safety factor each vessel also carries two escape hatches.



OFFICERS AND crewmen find a rare moment of relaxation from their duties as they chat and picnic with Dutch compatriots.

OFICIALNAN Y tripulantenan ta baya un momento raro di recreacion for di nan debernan na un picnic hunto cu nan compatriotanan Holandes.

Submarines are by nature a lone-wolf type of ship, generally ranging far from home and friends; therefore they must be as nearly self-sufficient as possible. Aboard modern subs this self-sufficiency is carried on in repair facilities that can handle most minor mishaps. These two carry welding equipment, drills, grinders and even a lathe. When trouble comes the crew can handle it... and perhaps eat homemade ice cream, while they're doing it.

THREE YOUNGSTERS, wearing borrowed bats, give out with some lusty singing.

TRES MUCHA, cu sombrè prestá, ta canta cu hopi brio.



BUMPTIOUS AND bouncing games involving the sailors and community children were a big part of the picnic, and no one could decide who enjoyed it more.

WEGANAN ENTRE e marineronan y muchanan den e comunidad tahata un gran parti di e picnic, y ningun hende por bisa kende a goza mas bopi.

THIS MAY look like a recruiting poster, but it isn't. It's just two sailors caught in a calm minute during all the gaiety of the picnic.

ESAKI podiser ta parce como un conversacion serio, pero no ta. Ta dos marinero den un minuto calmo durante tur e alegria di e picnic.



AMERICAN LEGION members, joint hosts for the picnic, open up cold drinks for thirsty crewmen. The Legion served food and drinks to approximately 550 persons, including crew, guests, and of course, themselves.

MIEMBRONAN di American Legion, kende a sirbi na e picnic, ta habri behida frio pa e tripulantenan. E Legion a sirbi cuminda y bebida na mas of menos 550 persona, incluyendo tripulacion, bishitantenan, y naturalmente, nan mes.

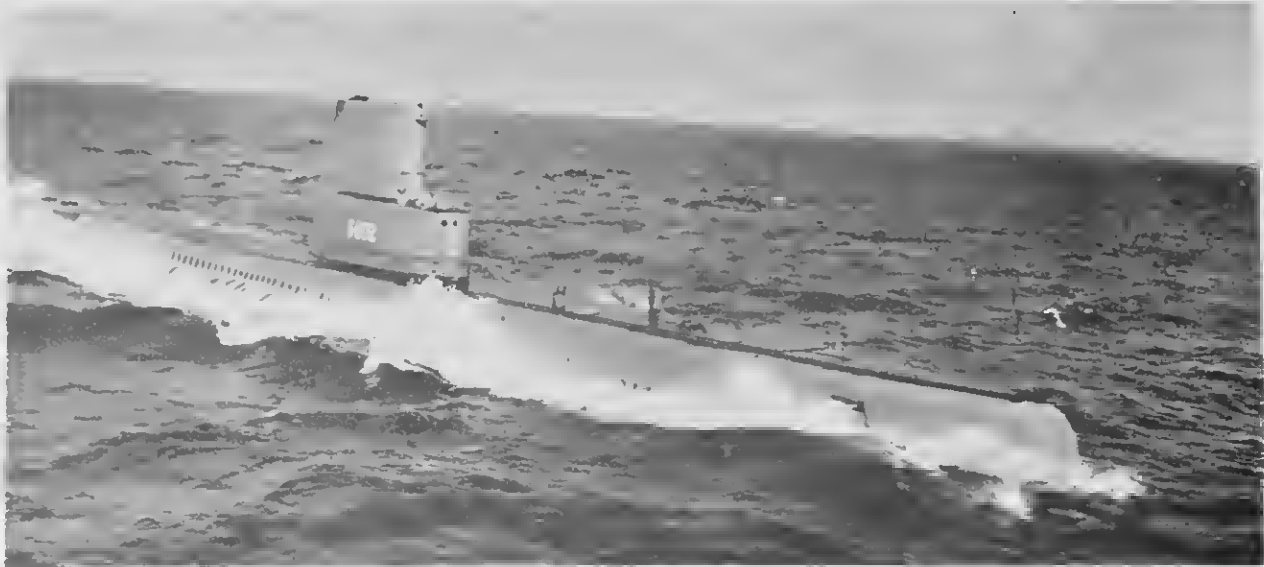


HEAVING PLATES at the end of the foodline is a trademark of picnics like this.

PLATONAN HALTO na fin di e linja di cuminda ta un marea di picnic manera esaki.



REACHING HIGH over the sub's steel deck is the conning tower. The "windshield" protects crewmen from spray and rain while the sub operates on the surface.



FLICKING FOAM around the hull one of the subs drives gracefully through the Caribbean. Mount Hooiberg can be seen in the far distance.

SALIENDO halto ariba e dek di staal di e suhmarino ta e toren. E "windshield" ta protega tripulantenan for di spartmento di awa y yobida ora e suhmarino ta opera ariba awa.



CURIOUS BOYS gather at the Oranjestad dock to see the two subs. HOBENNAN ansioso ta bini waaf di Oranjestad pa mira e suhmarinonan.

Submarinonan Holandes ta Haci Bishita Y Picnic Na Seroe Colorado

Operando den y rond di Aruba recientemente pa varios dia tabata dos submarino Holandes, e promer bishitantenan submarino aki den varios anja.

Den Caribe na maniobra y ariba encargonan en connexcion cu Anja Geophysico Internacional tabata Walrus y Zeeleuw, suhmarinonan di 320 pia largo cu ta na prestamo for di Marina di Estados Unidos.

Durante curso di nan permanencia aki, e tripulantenan a worde entreteni na un picnic duná door di Lago Community Council y American Legion na picnic grounds di Seroe Colorado. Residentenan Holandes a worde invitá pa bin encontra nan compatriotanan marineru.

Suhmarinonan ta representa un mezcla interesante di espacio smal y bon cuidu. Por ehemplo, pasadan ta asina smal cu dos hende por contra otro. Tin asina poco espacio cu tripulantenan cu no ta na warda ta obligá di bai nan cuarto pa hunga carta of leza of drumi. No tin salanan di recreacion abordo di

e submarino. Oficina di e submarino ta tamando di un lessenaar normal y tin espacio pa un stoel, un typewriter, archivo, logboek y otro cosnan. Poco espacio ta nifica tambe poco soledad.

Solamente un cortina ta separa e oficina for di e pasada, y e unico lugar berdaderamente apartá ta pertenece na e captan. Pero, si esaki ta zona mucho luhoso, mester recorda cu e lugarnan apartá aki no ta mucho mas cu un bunk.

Na otro banda, suhmarinonan ta worde compensá den hopi manera pa nan bida duro. E cuminda generalmente ta mehor cu ariba bapornan — nan ta come bon mes. Tanto abordo di Zeeleuw como Walrus tin vriezer pa ice-cream cu generalmente ta traha na full capacidad. Un otro recreacion pa e tripulantenan tabata e picnic cu a tuma lugar aki.

Como 550 persona, incluyendo oficialnan, tripulantenan, y residentenan Holandes di Seroe Colorado a bini pa e evento aki, cual a worde duná animacion door di Lago Com-

munity Band.

Tur dos submarino tin equiponan y armamento di mas moderno, maske Walrus a pasa den Guerra Mundial II bao bandera di Estados Unidos y a sink dos bapor Japonés. Hopi di e material den e suhmarinonan tin restriccion, maske por bisa cu nan tin forza di diesel ora nan ta ariba awa, y forza di bateria bao awa. E captan tin uso di dos periscopio ora e ta bao awa, un pa observacion y otro pa atake, y tin tubo di lanza torpedo adilanti y atras. Como un factor di seguridad, cada un tin dos exit di emergencia.

Door di naturaleza un submarino ta solitario, generalmente leuw for di cas y amigonan; pesey nan mester tin tur cos abordo. Te hasta mester por ta posibel pa haci reparacion chikito. Abordo di e dos suhmarinonan aki tin aparatonan di welding, boor, grinders y hasta un draaibank. Ora bini dificultad e tripulacion por enfrente'le..... y podiser come ice-cream trahá abordo ora nan ta hasi asina.



SUBS AT rest look comparatively harmless and rather out of place, since their natural habitat is underwater.

SUBMARINO NA sosiego ta parce comparativamente manso y henteramente for di nan lugar, como nan habitacion natural ta bao awa.



TWO SEAMEN working here show the cramped quarters that are part of suhmarine service. There is scarcely room for two to pass.

DOS TRIPULANTE trahando aki ta mustra e espacio pretá cu ta parti di un suhmarino. Apenas tin lugar pa dos hende pasa.



OFFICERS' QUARTERS are small too. Here are Lt. Fritz Hamilton, commander of the Walrus; Lt. J. Fennema, division commander; and one of the Walrus's officers.

E CABINA di oficialnan tambe ta chikito. Aki ta Lt. Fritz Hamilton, comandante di Walrus; Lt. J. Fennema, comandante di division; y un di e oficialnan di Walrus.



TO GET through a door ahoard a suh, a man really has to squeeze himself up into a knot: head down, knees up and shoulders turned sideways.

PA PASA door di un porta ahordo di un suhmarino, un hende mester preta su mes door di hopi buelta: cabes abao, rudia na laria y schouder un banda.



NOVICE FIREFIGHTERS resemble bakers as they ladle out quantities of dry chemicals into extinguishers during the course of the training sessions. SINJADORNAN pa paga candela ta parce panadero mientras nan ta yena chemicalio seco den e aparatonan di paga candela durante e entrenamento.

Seeking to improve an already good fire protection system, Lago recently trained 67 employees, mostly from the Process, Marine and Utilities Departments, in new and efficient means of fighting fires. The fire training school, conducted at the fire fighting grounds at the lower end of the refinery by a representative of the Ansull Company, lasted two weeks.

A number of Lago men had already taken the Ansull training course at the company's home grounds in Wisconsin. With new developments in fire-fighting techniques, however, it was decided to have an Ansull representative come to Lago for the express purpose of holding a school for the use of equipment and to learn the most effective

Sixteen Groups

means of using it.

Sixteen groups of employees, ranging from two to nine a group, went through the two-day course. Frank Hruska, the Ansull representative, conducted the sessions on a "watch-and-then-do" basis. He first demon-

strated all of the equipment himself, using oil fires as targets. Then he worked with each member of the class until he was sure they knew what they were doing.

Control Panic

Mr. Hruska says the first thing, and the biggest thing, to learn in fighting fires, is to control a natural tendency toward panic. This develops as the man learns his equipment and techniques, and thereby gains confidence in what he is doing. "Most people don't realize," he says, "that with a dry chemical extinguisher at work the chemical does something else beside put out a fire. It sets up a barrier between the heat and the man, which gives him practically a wall he can work behind." (The dry chemical is bicarbonate of soda, which gives the housewife a good fire-fighter right in her own kitchen.)

A typical day in the fire school started off with a thorough examination of Ansull equipment, followed by films on different aspects of fire. Various types of fires were set,

spills, pan fires, pressure fires and obstacle fires, covering most of the types likely to occur in a refinery such as Lago. The students were also shown proper recharging methods for the Ansull extinguishers.

Impressed

Mr. Hruska reported that he was greatly impressed with Lago's cooperation and physical facilities for fire-fighting, and he is proud of the fact that he and the 67 Lago men finished the course with not even one blister or red face.

From Lago, the fire expert goes to Caracas and later to Colombia and Mexico before returning home.

Customers of Ansull the world over have taken advantage of the company's training program, realizing that the best equipment is worthless unless the men using it know what they are doing. Some customers have the representatives set up schools on their own grounds, as Lago did, others send men to learn at Ansull. Last summer, 16 "schools" were held at the Marinette, Wisconsin Ansull plant.

Employees

Learn

Fire Fighting



A STUDENT reinstalls a gas cylinder in one of the smaller extinguishers. The program covered training in the use of extinguishers of all sizes.

UN STUDIANTE ta bolbe instala un cilindro di gas den un di e aparatonan mas chikito. E programa tabata inclui entrenamento den uso di aparatonan di tur tamanjo.

Tratando pa mehora un sistema ben caba di proteccion contra candela, recientemente Lago a entrena 67 empleado, mayoria parti for di Process, Marine y Utilities, den metodonan nobo y eficiente pa combati candela.

E curso aki cu a tuma lugar na e terreno di paga candela na punto abao di refinaria a dura dos siman y a worde conduci door di un representante di Ansull Company.

Algun hendenan di Lago ya a tuma e curso di entrenamento di Ansull cerca e compania na Wisconsin. Cu desaroyonan nobo den metodonan di paga candela, sineinbargo, a keda decidi pa laga un representante di Ansull bini Lago pa e expreso motibo pa duna instruccion den e metodonan mas efectivo den uso di aparatonan di paga candela.

Diez-seis grupo di empleado, va-

riando for di dos te nueve cada grupo, a atende e curso di dos dia. Frank Hruska, e representante di Ansull, a conduci e sesionnan segun e sistema di "mira-después-haci." Promer el mes a demonstra tur e aparatonan, usando candelanan di azeta como blanco.

Anto e tabata traha en cada miembro di e klas te ora cu el tabata sigur cu nan tabata sabi kico nan ta baciendo.

Hruska ta bisa cu e promer cos, y e cos mas grandi, pa sinja den pagamento di candela, ta pa controla un tendencia natural pa spanta. Esaki ta desaroya mientras e persona ta sinja conoce e aparatonan y e metodonan, y asina ta haya confianza den loke el ta haci. "Mayoria hende no ta realiza," el ta bisa, "cu e aparatonan di chemicalio seco ta haci algo mes fuera paga un

candela. E ta pone un barrera entre e calor y e homber, cuat ta duna e practicamente un muraya pa traha su tras." (E chemicalio seco ta bicarbonato di soda, cual ta duna e senjora di cas un bon pagador di candela den eushina tambe.)

Un dia tipico den e school di paga candela ta cuminsa cu un examinacion profundo di aparatonan di Ansull, sigui pa un pelicula, "Stop Candela y Protega Trabao." Varios sorto di candela ta worde cendi, spilmento, candelanan di presion y candelanan di obstaculo, cubriendo mavoria sorto cu por socede den un refinaria manera Lago. Tambe e studiantenan a worde m'nstrá metodonan propio di carga e pagadornan di candela Ansull.

Hruska a reporta cu el tabata hopi bao impresion cu Lago su cooperacion y facilidadnan pa paga candela, y el ta orguoso di e hecho cu el y e 67 hendenan di Lago a eaba e curso sin ni un blaar of un cara corrá.

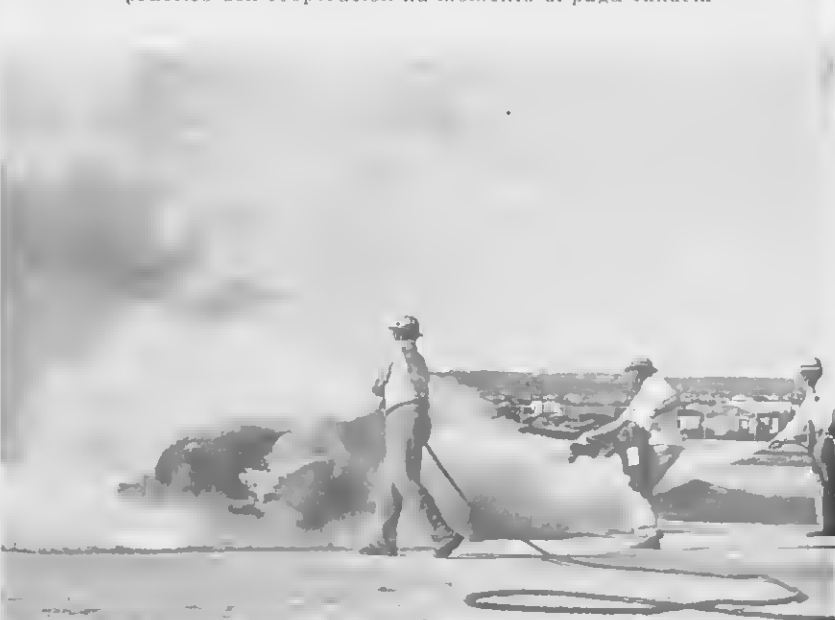
For di Lago, e experto di candela ta bai Caracas y despues Colombia y Mexico promer cu el bolbe cas.

Clientenan di Ansull den henter mundo a tuma ventaha di e programa di entrenamento di compania, realizando cu e mehor hermentnan no tin valor si e homber cu ta usa nan no sabi con haci esaki. Algun cliente ta laga e representantenan pone school ariba nan mes terreno, manera Lago a haci, y otro ta manda nan Ansull mes. Anja pasá, 16 curso a worde tení na e planta di Ansull na Marinette, Wisconsin.



FLAMING OIL, simulating a leak in a line, gives two students practice in teamwork fighting a fire.

AZETA NA vlam, simulando un lek den un linja, ta duna dos estudiante practico den cooperacion na momento di paga candela.



KEEP THE nozzle low and right on the fire. The students learned that some of the extinguishers have an effective range of over 12 feet.

TENE E nozzle abao y net ariba e candela. E studiantenan a sinja cu algun di e aparatonan tin un margen efectivo di mas cu 12 pia.



AGAIN TAKING part actively in the tests, Mr. Hruska, wearing coveralls goes up to the fire with one of his pupils. The most effective way to handle this nozzle is as if it were an ordinary garden hose.

ATROBE tumando parti activo den e testnan, Sr. Hruska, bisti cu coveralls ta acerca e candela cu un di su studiantenan. E manera mas efectivo pa traha cu e nozzle ta como si fuera e ta un ordinario hose di muha mata.



MORE PRACTICE is given to the students by Ansull's Frank Hruska, left, in recharging extinguishers.

MAS PRACTICO ta worde duna na studiantenan door di Frank Hruska, di Ansull, rohez, den cargamento di e aparatonan.

Schedule Of Paydays 1958

LAGO OIL & TRANSPORT COMPANY, LTD.
ARUBA, NETHERLANDS ANTILLES

SEMI-MONTHLY PAYROLL				MONTHLY PAYROLL			
PERIOD	PAYDAY			PERIOD	PAYDAY		
January	1 - 15	Thursday	January 23	January	1 - 31	Monday	February 10
	16 - 31	Saturday	February 8		1 - 28	Monday	March 10
February	1 - 15	Monday	February 24	February	1 - 31	Friday	April 10
	16 - 28	Saturday	March 8		1 - 30	Friday	May 9
March	1 - 15	Monday	March 24	March	1 - 31	Tuesday	June 10
	16 - 31	Thursday	April 10		1 - 30	Wednesday	July 9
April	1 - 15	Wednesday	April 23	April	1 - 31	Saturday	August 9
	16 - 30	Thursday	May 8		1 - 31	Tuesday	September 9
May	1 - 15	Friday	May 23	May	1 - 31	Thursday	October 9
	16 - 31	Monday	June 9		1 - 31	Monday	November 10
June	1 - 15	Monday	June 23	June	1 - 31	Tuesday	December 9
	16 - 30	Tuesday	July 8		1 - 31	Saturday	January ('59) 10
July	1 - 15	Wednesday	July 23	July	1 - 31	Monday	
	16 - 31	Friday	August 8		1 - 31	Tuesday	
August	1 - 15	Saturday	August 23	August	1 - 31	Thursday	
	16 - 31	Monday	September 8		1 - 31	Monday	
September	1 - 15	Tuesday	September 23	September	1 - 31	Tuesday	
	16 - 30	Wednesday	October 8		1 - 31	Saturday	
October	1 - 15	Thursday	October 23	October	1 - 31	Monday	
	16 - 31	Saturday	November 8		1 - 31	Tuesday	
November	1 - 15	Monday	November 24	November	1 - 31	Saturday	
	16 - 30	Monday	December 8		1 - 31	Saturday	
December	1 - 15	Tuesday	December 23	December	1 - 31	Saturday	
	16 - 31	Friday	January ('59) 9		1 - 31	Saturday	

HOLIDAYS - 1958

January	1	New Year's Day	May	15	Ascension Day
April	4	Good Friday	May	26	Whitmonday
April	7	Easter Monday	December	15	Kingdom Day
April	30	Queen's Birthday	December	25	Christmas Day
			December	26	Boxing Day

Safe Driving Not Only Safe, But Also Economical

At Lago, where emphasis is on safety at all times, the Safety Division, aware of road hazards and reckless driving, has raised an interesting point.

The talk, they say, has generally been about the high cost of traffic accidents and the high cost of carelessness on the highways. Now look at the cost of safe driving, and see what it comes to.

Two out of five items suggested show actual guilders-and-cents savings, and the items themselves are certainly easy enough to adopt.

For one thing, driving at safe speed. What does this cost? Absolutely nothing. As someone has pointed out before, there's no place on the island that can't be reached in an hour of easy driving. What does sensible-speed driving save? Tires and gas. High speeds burn up gas, and quick hard stops chop up tires.

A big saving can be realized simply by not driving under the influence of alcohol. One saves the out-of-pocket expense plus the property damage caused by wrecks.

Keeping lights and brakes in good working order may cost a few guilders, but certainly less than what would be saved by the first two practices.

The most inexpensive items of all are the last two: make courtesy the rule of the road, and second, be willing to give in at intersection.

However, in traffic accidents the innocent suffer along with the guilty, the careful along with the reckless. To make Aruba roads even one accident safer it is necessary for every driver to adopt these guides as his own. Nobody can be left out.

Kellogg ta Remodela Dos Planta Mas

Trahadornan di Lago a cumenza e siman aki ariba desarmacion parcial di Combination Unit No. 5, y trabao similar lo cumenza mas di menos Maart 15 ariba Unit No. 6. Esaki ta en preparacion pa remodelacion di c plantanan aki door di M. W. Kellogg Company cuminzando na April.

Den anjanan reciente hopi refinarianan nobo di maximo eficiencia a worde traha den tur partinan di mundo unda Lago ta hende su produccion, y e tendencia aki ta sigi. E programa di remodelacion di stillnan di Lago ta pa hiza nan eficiencia den un esfuerzo pa enfrenta e competicion cu ta aumenta continuamente.

Kellogg To Remodel Two More Units

Lago forces started work this week on a partial dismantling of Combination Unit No. 5, and similar work will begin about March 15 on Unit No. 6. The move is in preparation for the remodeling of these units by M. W. Kellogg Company starting in April.

In recent years many new refineries of top efficiency have been built in areas all over the world where Lago markets its products, and this trend continues. The program of remodeling Lago's stills aims to increase their efficiency in a move toward meeting this steadily increasing competition.

Building

(Continued from page 1)

parking areas and the front of the building is a wide assortment of trees and plants.

Two items of major interest in the building are the large upstairs conference room and the photographic laboratories in the Public Relations Department.

Spacious Conference Rooms

The conference room, which is actually two, can hold 120 people for film showings, training or instructional purposes or small committee meetings. Electrically operated folding partitions can cut the room in half. On two walls are chalk boards which can double as blackboards, projection screens and magnetic tack boards for visual presentations. Outside this room is a coffeemaker and a small refrigerator for meeting refreshments. Taken altogether - offices, lobby, conference rooms - there are over 36,000 square feet of space, more than the original General Office Building.

The photo lab is equipped to handle as many as seven different operations simultaneously, including color processing and X-ray work. Part of the layout is a 24-foot square studio for portraits and other work which requires long, careful and uninterrupted work.

Around the base of the concrete and aluminum staircase is a large flower bed filled with crotons, ferns and calladiums. This indoor planting adds a bold touch to the design and appearance of Lago's newest office building.

Esso Foundation ta Haci Contribucion

Entre preocupacion expresá door di gobierno di Estados Unidos, autoridanan científico y educacional tocante e necesidad urgente pa cientistanan cualificá, Esso Education Foundation luna pasá a anuncia contribucionnan te un total di \$1,500,000 na school y colegionan particular pa stimula nan educacion den ramo di ciencia.

Eugene Holman, director di e Foundation, y director di Standard Oil Company (New Jersey) a bisa cu e programa lo drenta na vigor mes ora, y lo worde plamá over di tres anja.

Ochenta y cuatro colegio y universidad lo recibí e contribucionnan. A worde splicá cu e contribucionnan nobo ta ademas di e un y un tercer million dollar duná door di e Foundation October pasá na otro institucionnan di educacion.

Sr. Holman, anunciando e contribucionnan, a bisa cu nan ta di acuerdo cu yamada di Presidente Dwight Eisenhower pa mas animacion pa atrae studiantenan di aptitud halto den terreno científico.

Torneo di Boxeo ta Habri Anja Activo pa LSP

Boxeo amateur, cual lo termina cu e peleanan final Feb. 7, a habri un anja activo pa Lago Sport Park, y a lo menos tres otro evento grandi ta bao preparacion pa asegura e aficionadonan di deporte na Aruba un variedad grandi di recreacion atletico den lunanan cu ta bini.

Den ultimo parti di Februari lo tin e principio di e competicion di cricket, maske e fecha exacto di habrimiento no a worde determiná ainda. Na Maart lo sigui baseball, y na April ta bini e evento atletico mas grandi di anja, Olympiada na ocasion di aniversario di La Reina. E fecha pa esaki ta April 29.

Detayenan di registracion y organizacion di tur e eventonan aki lo worde anuncia mas despues.

Final di e torneo di boxeo lo cumenza pa 7:30 p.m. Diabierna, Feb. 7, concluyendo tres siman di actividad. E promer set di seis pelea a tuma lugar Jan. 24, y e semi-finalnan ayera nochí, Jan. 31. Punto culminante di e pleanan di promer anochi tabata un exhibicion di cuatro rond bringá entre carpeon peso mediano di Antillas, Sugar Boy Nando y Kid McCoy. Decision no a worde duná, pero e hobennan den rangonan di amateur a goza pa mira hoxeo manera e mester ta. E tribuna tabata yen pa e promer anochi aki cual a mira mas entusiasmo cu fineza.

Corremento Cu Seguridad Seguro y Tambe Economico

Na Lago unda e acento ta ariba seguridad na tur ora, Safety Division, consciente di peligranan ariba camina y corremento riskoso, a hala atencion ariba un punto interesante.

Conversacionnan, nan ta bisa, generalmente ta ariba e costo halto di desgracianan di trafico y e costo halto di desuido ariba camina. Awor mira e costo di corremento cu seguridad y mira na kiko e ta monta.

Dos di e cinco puntonan sugeri ta muntra spaarmento di placa cfe-

tivo, y seguramente nan ta facil pa adopta.

Uno, corre na velocidad seguro. Kiko esaki ta costa? Absolutamente nada. Manera un hende a splica promer, no tin un lugar na e isla aki eu no por worde yegá den un ora di corremento trankilo. Kiko corremento na velocidad decente ta spaar? Tire y gasoline. Velocidad halto ta kima gasoline, y paramento repente di gasta tire.

Un spaarmento grandi por worde obteni door di no corre bao influencia di alcohol. Bo ta spaar e gastonan di bebida y tambe e danjo material.

Podiser por costa algun florin pa tene luznan y brake den bon condicion, pero seguramente menos cu por worde gespaar door di e promer dos practiconan.

E puntonan mas costoso di tur ta e ultimo dos: haci cortesia un regla di camina, y segunda, sea dispuesto pa laga un otro pasa na cruzada.

Sin embargo, den desgracianan di trafico e inocente ta sufrí pareuw cu e culpable, esnan cuidadoso pareuw cu esnan sin cuidao. Pa haci e caminan di Aruba mas seguro cu por lo menos un desgracia ta necesario pa cada chofer adopta e guianan aki como di su mes. Ningun hende no por keda afor.

Boxing Tourney Starts Active LSP Year

Amateur boxing, which will end with the final bouts Feb. 7, got the Lago Sport Park off to an active 1958 start, and at least three other major events are already in the works, to ensure Aruba sports fans a wide range of athletic entertainment in the coming months.

Scheduled for the last part of February will be the start of cricket competition, although the exact opening date for play has not been determined. Following in March will be baseball, and in April comes the biggest single athletic event of the year, the Queens Birthday Olympiad. The date for this is April 29.

Details of entry and organization of all these events will be announced when ready.

Finals of the boxing tournament will start at 7:30 p.m. Friday Feb. 7, concluding three weeks of activities. The first set of six bouts was held Jan. 24th, and the semi-finals last night, Jan. 31. Highlight of the first night's action was a four-round exhibition fought between the middleweight champion of the Antilles, Sugar Boy Nando and Kid McCoy. No decision was given, but the youngsters in the amateur ranks enjoyed watching boxing as it should be done.

Grandstand and bleachers were filled to capacity for this night of enthusiastic boxing.

Oil-Powered Homes Possible in Future

A home powered by oil is among the possible fruits of petroleum research, according to S. C. Hope, president of Esso Standard Oil Co., writing in the New York business publication "Journal of Commerce."

The trick will be done with a fuel cell, an all-purpose power plant to produce electric power directly from oil. Admitted that it is a long-range possibility, it nevertheless shows the type of development that could increase demand in the industry and alter in a major fashion petroleum's future.

Such a fuel cell, although not right around the corner, would supply sufficient power to run all home appliances, and provide home lighting, heating and cooling.

PORTRAITS IN OIL

DR. DIXIE CROSBY
MADE THE FIRST SCIENTIFIC EXAMINATION OF CRUDE OIL, RECOGNIZED THE POTENTIALITIES OF "ROCK OIL" AND PRONOUNCED IT VALUABLE.

HIS ANALYSIS LED TO THE BEGINNING OF THE WORLD'S FIRST PETROLEUM INDUSTRY.....!

DR. CROSBY WAS PROFESSOR OF SURGERY AND OBSTETRICS IN THE DARTMOUTH MEDICAL SCHOOL, WHEN GEORGE H. BISSELL SAW A BOTTLE OF "ROCK OIL" ON HIS DESK. BISSELL HAD A HAND IN FORMING THE COMPANY THAT HIRED COL. EDWIN L. DRAKE TO DRILL THE FIRST COMMERCIAL OIL WELL.

THE BOTTLE OF OIL ON DR. CROSBY'S DESK HAD BEEN COLLECTED FOR MEDICINAL PURPOSES FROM THE SAME SPOT ON WHICH THE DRAKE WELL WAS DRILLED SIX YEARS LATER.

Administration Building Nobo Ocupa Door di Tres Departamento

Caracterizá door di un aparencia marcadamente contemporario paden y pafor, e Administration Building nobo di Lago awor ta worde ocupá door di Industrial Relations, Public Relations y Mechanical Department-Administration.

E edificio a worde geplan, diseñá y construi henteramente door di forzanan di Lago, utilizando materialnan di Estados Unidos, Caribe y Europa. Construcción a cuminda den verano di 1955, y e resultado di e largo lunanan di trabao awor ta waak ariba lamar, blanco blanco, acomodando casi 200 empleado di tres departamento. E resultado ta un situacion mas eficiente di trabao, cu e proposito di un mehoranza den cantidad di trahao haci.

Den forma, e edificio ta manera un letter "h," cu e hala cortico na bandi di biento. (Den centro, tanto ariba di promer y ariba di dos piso, tin un lobby grandi. E murayanan adilanti ta di glas.) Henter e segundo piso ta worde ocupá door di Industrial Relations Department, e promer piso banda largo door di Mechanical Administration, y e hala cortico door di Public Relations Department.

E promer caracteristico di e edificio, aparte di su aparencia moderno, ta flexibilidad cu e diseño ta ofrece. Paden, por ehemplo, no tin oficina "permanente." Tur ta encerrá den panels di berk cual por worde kitá facilmente, permitiendone usadornan pa haci e oficinanan mas grandi of mas chikito, of hasta pa elimina murayanan henteramente. E tamanjo basico di oficina ta nuebe pia hanchu y 12 pia halto, y esakinan por worde cambiá den algun ora. Tin 800 panels, incluyendo porta, den e edificio.

Hopí Detayenan Chikito

Vloernan den e edificio nobo ta di concreto, cu azulejo di rubber den color coral y shinishi, loke ta haci un contraste bunita contra e maleta natural di muraya. Pintonan di luz, como 1,700, ta den e plafond acoustico, cual ta sconde den nan e difusornan di aire-condicioná.

E sistema di aire-condicioná ta un di esnan mas keto y suave na uso te awor y e ta usa unidadnan central y awa frio.

Den aparencia exterior e edificio ta parece un caha di glas; murayanan pa nord y pa zuid ta murayanan di glas, e parti abao ta di panel blauw cubri cu glas. E color hlauw aki, den palabra di architect di e edificio, ta parece "e brillo di solo ariha e calmo Caribe." Tin 1200 bentana di glas den e murayanan pafor. E parti di piedra pafor ta gevef blanco cu un clase di verf cu ta resisti aire salo, damp y cascaimento, y ademas, ta retene su color mas largo. Testnan a munstra cu e verf aki cu hase di resin ta superior na verfnan convencional asina cu partinan por worde gevef di nobo.

Retirements

(Continued from page 1)

Vicente Tromp worked for two departments. He began as a laborer in Stewards Service in April, 1940, transferred to Mechanical-Garage in November, 1946, and was a corporal there when he returned to General Services as driver in March, 1955. He retired Jan. 1.

Mr. Arends, who retires Feb. 1 with just over 15 years service has worked as laborer and janitor in the Mechanical Department, and his current job is machinist helper in the Storehouse. He has no break in his service.

Beginning in January, 1943 as laborer in Mechanical-Boiler, Mr. Fingal is retiring Feb. 1 as boilermaker helper. He is a native of Aruba.

Pedro Tromp, retiring Feb. 1, started work in January, 1943 as laborer in the Mechanical Department. In September, 1944 he was made mason helper, in August, 1946 he was promoted to Mason C, and in 1953, to mason A.

Antonio Tromp has spent his 15 years of Lago service in Mechanical Pipe, where he started in December, 1942 as laborer. He retired Jan. 1 as pipefitter helper A.

Mercadonan Mundial

Pa construi e edificio Lago a usa mercadonan den henter mundo, cumenzando aki na Aruba: e azulejonan di e lobby ta trahá localmente y e muraya di piedra paden ta di piedra local. Hulanda a entrega e stainless steel pa kozijnnan di porta y bentana den entrada di e edificio, y esun tapijt den e edificio a bini di Scotland. Surinam ta representá door di plywood y Inglaterra door di waya; un firma na Curacao a haci algun trahao di enghinieria ariba e sistema di aire-condicioná y electrico, y e particionnan di berk y staal for di Estados Unidos.

Na tres banda di e edificio tin suficiente lugar pa para 140 auto, y cuidadosamente plantá rond di e lugar di para auto y dilanti di e edificio tin un variedad grandi di mata. Dos cos cu ta hala atencion den e edificio ta e sala di conferencia grandi na laria y e laboratorionan fotografico di Public Relations Department.

E sala di conferencia, cual en efecto ta dos, por contene 120 hende pa presentacion di pelicula, entrenamiento of reunioonan chikito. Particionnan electrico por parti e sala na dos. Na e murayanan tin borechi cu por haci uso pa scirbi, pa projection screen y pa presentacion visual. Pafor di e sala aki tin un aparato di traha koffie y un refrigerador chikito pa uso di esnan cu ta atende reunion.

Na tur, oficina, lobby, salanan di conferencia, tin mas cu 35,000 pia cuadrá di espacio, mas cu Oficina Grandi. E laboratorio di fotografia por haci como siete diferente tarea pa-veuw, incluyendo procesamento di color y trahao di X-ray. Parti di e layout ta un studio cuadrá di 24 pia pa portret y otro trabao cual ta requiri trabao largo, cuidadoso y sin interrupcion.

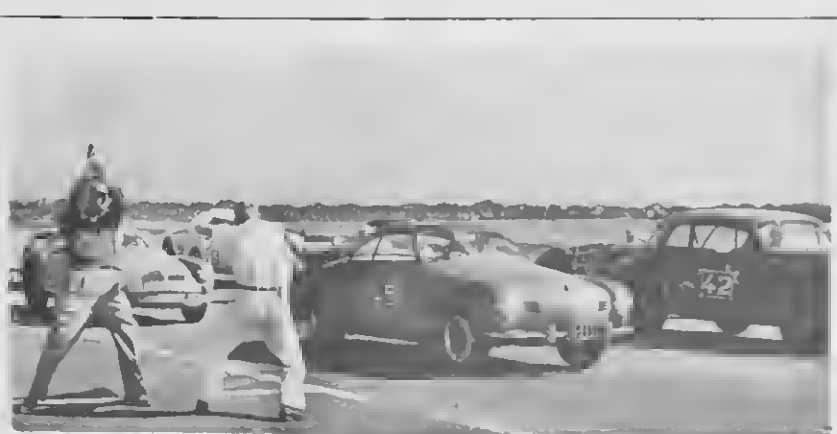
Rond di hase di e ramp di trapi di aluminio y concreto tin un cama di mata. E matanan paden aki ta lamta considerablemente e aparencia y diseño di e edificio mas nobo y mas grandi di Lago.

Esso Jamestown, New Tanker, Now Part of Fleet

The 37,800 deadweight ton Esso supertanker, Esso Jamestown, has joined the Esso Shipping Company's fleet and has been put into service.

The new tanker is the third of four sister ships ordered by the marine affiliate of Standard Oil Company (N. J.). The Esso Gettysburg and the Esso Washington were put in service early in 1957. Scheduled for March delivery is the fourth in the series, the Esso Lexington.

Designed for service in U. S. coastwise and nearby foreign trade, the ships have a designed speed in excess of 18 knots, and a carrying capacity of 315,000 barrels. These are the largest and fastest tankers ever built for U. S. flag operation.



Tres Officialnan Di LEC Re-Eligi

Tur tres oficialnan di Lago Employment Council a worde re-eligi pa e anja venidero durante un reunion di cambio Dec. 20.

F. H. Rittfeld ta sigui como presidente, E. D. Tromp como vice presidente y Mar Vries ta keda como secretario.

E reunion tahata di promer desde e eleccion na principio di December tempo cu cuatro miembro a bolhe worde eligi door di constituyentenan pa periodonan di dos anja den e Council. E cuatronan tahata Sr. Vries y Juan Maduro den e grupo Holandes, y G. E. Fernandes y B. K. Chand den e grupo no-Holandes. Huespednan di directiva na e reunion di cambio tabata Presidente O. Mingus y Gerente General W. A. Murray.

Oranan di Cahero

Pa preveni desapuntacion na parti di empleadonan cu mester bini na Cahero na Oficina Mayor, Accounting Department ta desea di hala atencion na e horario.

Dialuna te Diabierna, e bentana ta habri for di 9 pa 12 mainta, y di 1 pa 3 tramerdia. Diasabra, e oranan ta di 8:30 pa 11:30 mainta.

NEW ARRIVALS

January 9

CROES, Adriano - Machinist; A son, Roberto
BISLIP, Carlos B. - TSD Eng.; A son, Donald Anthony
WERNET, Francisco - C&LE; A son
BOEKHOUDT, Bruno - Mech. Welding; Twins, A daughter, Juliana & a son, Juliano

January 10

KROZENDLIK, Efigenio - TSD Lab 1; A son

January 11

WELLS, Eric A. - Cracking; A son, Eric Andre
CROES, Eric O. - Storehouse; A son, David Eric
HALLLEY, Germain C. E. - Gen. Serv.; A daughter, Grace Aline
HUNT, Jose M. - Marine Office; A son, Stanley Humphrey Marlon

January 12

DIRKSZ, Bernardino - Mech. Pipe; A daughter, Benito Adelaida
MILTON, Alfred B. T. - Esso Dining Hall; A son, Joseph Anthony

January 13

SEMELEER, Carmelo G. - C&LE; A son, Augustin Godefried
DePALM, Anselmo H. N. - Medical; A son, Raul Anselmo
LAMPE, Hermano - C&LE; A son, Armando Rudolfo

January 14

ILLIS, Gaston E. - TSD Eng.; Twin sons, Arnold Gaston & Alvin Alexander
RICIARISON, George H. - Esso Dining Hall; A son, Eugene Rodolph
SEMELEER, Silvio J. - Lago Police; A son, Silvio Samuel
DePALM, Escolasio B. - Mech. Carpenter; A daughter, Esmeralda Elizabeth

January 15

TRIMON, Toribio A. - TSD Eng.; A son, Keith Peruginio
WILLIAMS, Francis M. - C&LE; A son, Glenn Melford
FLORENCIO, Marcelino - LOF; A daughter, Francisca Margarita

January 17

GEERMAN, Mathus M. - Accounting; A daughter, Glenda Mariana
WINKLAAR, Martinus A. - Floating Equipm.; A daughter, Gerritina Evelyn
KOCK, Miguel - Mech. Yard; A son, Adrian

DIRKSZ, Dominico C. - Cracking; A son, Hubert Mariano
TROMP, Ricardo C. - LOF; A daughter, Marlene Helen
MELFOR, Juan A. - Floating Equipm.; A daughter, Ruth Fabio's
VROLIK, Josef A. - Mech. Paint; A daughter, Marcelina Antonia

January 19

MARTIS, Diogenes C. - Mech. Admin.; A son, Alexius Narciso Andreas
CFERMAN, Enrique F. - TSD Lab.; A son, Rodolfo Enrique

January 20

SHEARON, Robert E. - Accounting; A daughter, Sheila Hayes
HENRIQUEZ, Hendrik F. - Gen. Serv.; A son, Johannes Johan
KELLY, Heliberto - Mech. Machinist; A daughter, Lucia Elizabeth
FUNG, David E. - Accounting; A daughter, Daphne Carol

Esso Foundation Makes Large Grants For Science Education

Amid concern voiced by U. S. Government, scientific and educational authorities over the urgent need for qualified scientists and engineers, the Esso Education Foundation last month announced grants totaling \$1,500,000 to privately supported schools and colleges to stimulate science teaching.

Eugene Holman, chairman of the board of trustees of the Foundation, and chairman of the board of Standard Oil Company (New Jersey), said the program would go into effect immediately, and would be spread over three years.

Eighty-four colleges and universities will receive the grants. It was pointed out that the new grants are in addition to the one and one-third million dollars given by the Foundation last October to other educational institutions.

Mr. Holman, announcing the grants, said they were in keeping with President Dwight Eisenhower's call for increased incentives to attract high aptitude students into the scientific field.

Ten Employees Receive Watches

Ten employees, representing 250 years of Lago employment, received quarter-century service watches in the Reception Center Jan. 8. General Superintendent F. W. Switzer made the presentations.

Honored for 25 years of service are N. Jacopucci, Process-Cracking; J. H. Harms, Process-C. & L.E.; V. R. Eriksen and L. A. Wilson, Process-Wharves; G. Koolman, Mech.-Paint; H. C. Does, Mech.-Machinist; A. Croes, Mech.-Garage; T. Wouters, Mech.-Boiler; L. W. Werleman, Mech.-Electrical, and J. S. Moller, TSD-Process.

Verolme

(Continued from page 3)

building his own as well.) Verolme even builds the engines that power his vessels.

The large operations of this energetic Dutchman have attracted world-wide attention. Recently, Japanese shipbuilders visited his yards to study his methods, and in turn invited him to come to Japan. He may make the trip next year, but his present project is considering the development of construction and repair facilities in an un-named country while keeping an eye on the work going on in his bustling yards, the work that has already made him a man to be reckoned with in the oil transport business.



SPEED, MISILAP'S and excitement marked the Aruba Sports Car Club races at the airport in December. A total of 19 cars, MG's, Austin-Healeys, Triumphs and Volkswagens, participated in three groups, depending on engine displacement. There were trophies in three races, the S. E. L. Maduro Cup Race, the Esso Challenge Cup Race and the Atlas Trophy Handicap Race. Cars from Aruba and Curacao competed.

VELOCIDAD, mala suerte y excitacion a marca e caredanan di auto cu a worde teni na vliegfeld na December. Un total di 19 auto, MG's, Austin-Healey's y Volkswagen, a toma parti den tres grupo, dependiendo ariha desplayo di motor. Tabatin trofeo den tres careda, S. E. L. Maduro Cup Race, Esso Challenge Cup Race y Atlas Trophy Handicap Race. Autonan di Aruba y Curacao a competi.

Gas Compressor Instala na GAR-1

Un turbina di gas y un gas compressor, di promer di su sorto na Aruba, a worde poni na servicio na GAR-1 recientemente, resultando den cierto ventananan grandi pa e refineria.

E unidad di dos parti ta consisti di un turbina di gas Westinghouse cu 1800 forza di cabai, y un compressor Ingersoll Rand. E promer uso industrial general di e sorto di combinacion aki a worde haci na 1949, y industria den tur parti di mundo ta tamenle over.

E promer ventaha pa Lago ta cu e ta aumenta capacidad di compresion di gas den e planta. Un otro ventaha ta cu e turbina, cual tin solamente un parti movible, no ta requeri mucho atencion y tin poco dificultad di manteneccion. (Na otro handa, su instalacion a resulta den zonidonnan nobo y stranjo na e zonidonnan conoci di refineria, pero tur atencion ta worde dedicá pa reduci e efecto aki mas tanto posible.)

E turbina di stiem existente lo worde usá pa start e unidad nobo, pero una vez e turbina di gas alcanza un velocidad bastante halto pa mantene su mes, esun di stiem lo worde pará. E finnan di e blades den e motor lo draai rond na mas of menos 900 milla pa ora.

E unidad nobo den funcion ta similar na un motor turbo-jet pa aeroplano. Trahao ariba e instalacion a cuminda na October.

Casnan cu Energia di Petroleo Posible Den Futuro

Un cas, cu energia di petroleo ta entre e posible frutonan di experimentacion petrolero, segun S. C. Hope, presidente di Esso Standard Oil Co., scirbiendo den un publicacion comercial di New York "Journal of Commerce."

E triki lo worde haci cu un fuel cell, un planta pa tur obheto pa produci energia electrico directamente for di azeta. Admitidamente esaki ta un posibilidad ariba largo termino, sin embargo, e ta demonstra e sorto di desaroyo cu por aumenta demanda den industria y cambia den un manera tremende e industria petrolero.

Un tal fuel cell, maske no disponible tur camina, lo duna bastante coriente pa tur aparatonan den cas y pa duna luz, calor y friacion.